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SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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5. Shipments of spare parts arrived by rail. Until May 1945, a substantial part of the spare parts carried the inscription "USA". Boxes containing engines ready for fitting also arrived. It is not known where these boxes came from.

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6. [redacted] about 270 workers were employed in the assembly shop, and 70 to 80 workers in workshop No 2.
7. The plant was surrounded by a double barbed-wire fence, two meters high, with wooden watch towers at intervals of 50 to 60 meters. The PW camp was surrounded by an additional barbed wire fence. The plant was guarded by soldiers. The civilian workers had identification cards, issued by the plant management.

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[redacted] Present. The plant is apparently the former Orlovskiy railroad car plant in Bryansk. Its prewar production included 20-ton flatcars manufactured in conjunction with the Bezhitsa locomotive car plant. During the war, a large part of the installations were evacuated to Engels (51°30'N/46°00'E) where the construction of railroad cars was started. For location sketch of this plant, see

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A. Uritskiy Tank Repair Plant.

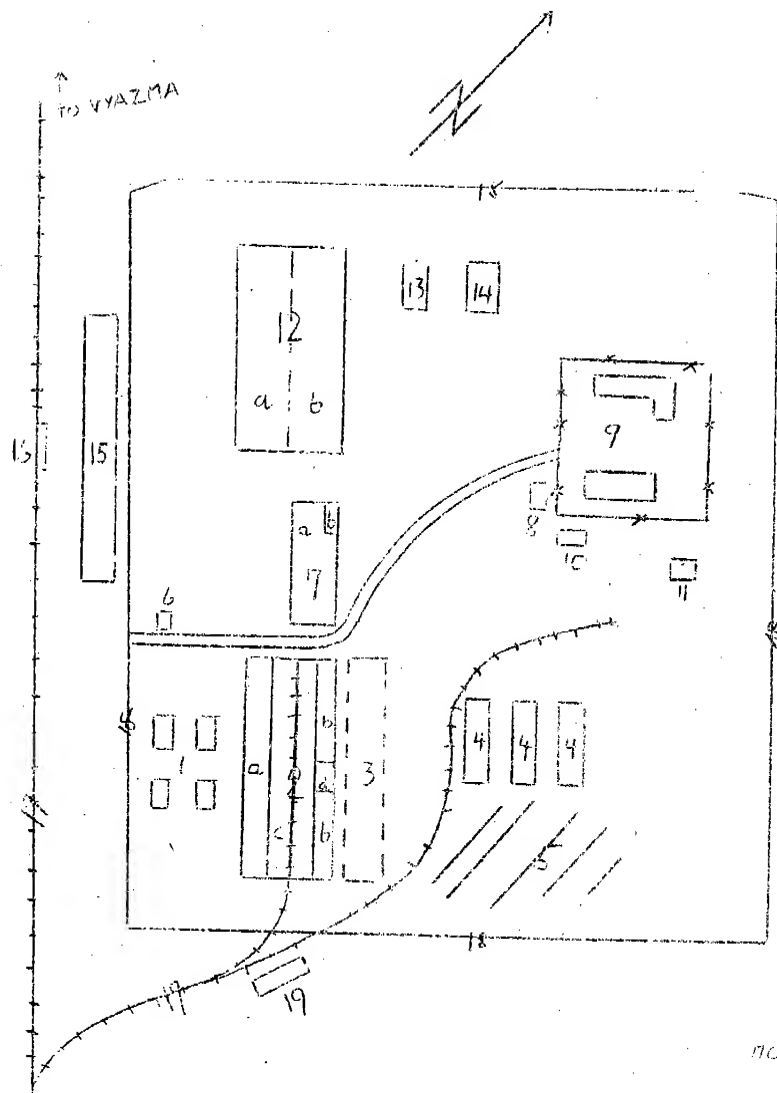
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Attachment 2

Layout Sketch of the Uritskiy Tank Repair Plant in Bryansk



not to scale

Legend: See next page.

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Legend.

1. Several small buildings. One of these buildings housed the administration of the tank assembly department.
2. Tank assembly department, about 200 x 100 meters, with a circular roof.
  - a. and b. Workshops, including fitting shops, welding shops, and small machine shops for the production of component parts for tanks.
  - c. Assembly shop with track installation. Its equipment included 15 drilling machines, 3 grinding machines, 2 milling machines, 2 punches, 1 pneumatic hammer, and several ceiling cranes. All machines and the cranes were operated by electricity. After the tanks had been disassembled in front of the workshop, they were pulled into the workshop. Here they passed through six stages of repair, progressing to the upper end of the shop. They left under their own power. Twenty tanks could be placed in the workshop at one time.
  - d. Tool repair shop.
3. Destroyed assembly shop. Its reconstruction had not yet been started.
4. Several warehouses, some of which were stone and some were wooden structures. Tank parts including bogie wheels, track shoes, bolts, rubber coverings for bogie wheels, armor plates, interior equipment for tanks, and tank engines were stored in these warehouses. The stock of spare parts was very large in 1945 and 1946. Some of these parts were of American make.
5. Parking lot for tanks in need of repair. In 1946, 70 to 100 tanks were parked there simultaneously.
6. Guardhouse.
7. Mechanical department for the production of tank component parts and for the repair of tools.
  - a. Machine shop, equipped with almost 100 machine tools. Including 30 milling machines, 20 lathes, 3 shaving planers, 8 drilling machines, 5 punches, and 1 to 6 electric welding units. There was also a blacksmith's shop.
  - b. Electric power station, equipped with a Russian-made diesel engine and an American-made generator. Some machinery in need of repair was stored in front of the workshop, but it was not processed.
8. Warehouse for the storage of food supplies for the civilian workers.
9.  It was planned to use these buildings as production workshops after the Japs left.
10. Administration building with guard.
11. Bakery.

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12. Mechanical and assembly department and foundry. In 1949, the installation was not in full operation. Although the construction of the workshop building was not completed, there were about 100 German and American-made machine tools set up in Sections a. and b. A nonferrous metal foundry was already in operation in section b. According to one source, there were 3 furnaces, only one of which was in operation. Parts for bearings were cast in this foundry. According to Soviet workers, the building is scheduled to be used as a tank assembly shop.
13. Administration building, under construction.
14. Boilerhouse, equipped with 6 boilers for heating the plant. Wood and peat was used to fire these boilers.
15. Residential buildings.
16. Railroad stop.
17. Railroad tracks.
18. Fence.
19. Loading ramp.

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